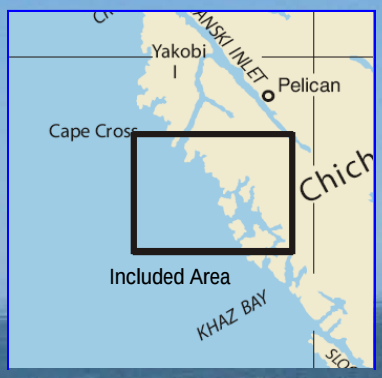
BookletChart™

Cape Edward to Lisianski Strait

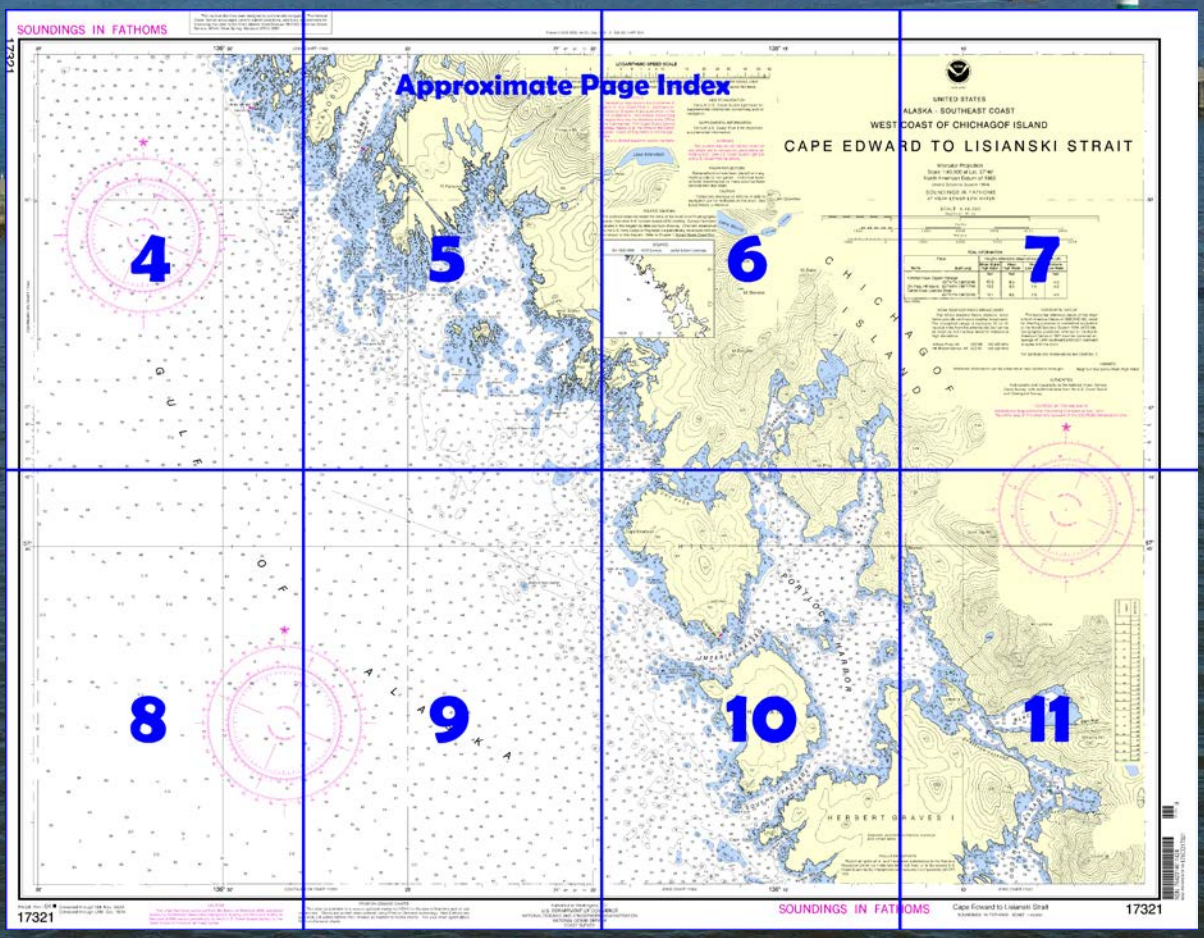
NOAA Chart 17321

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

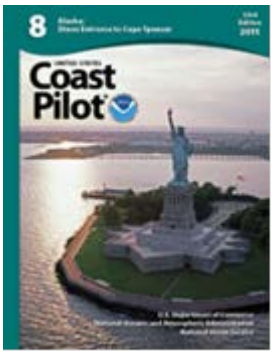
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=17321.

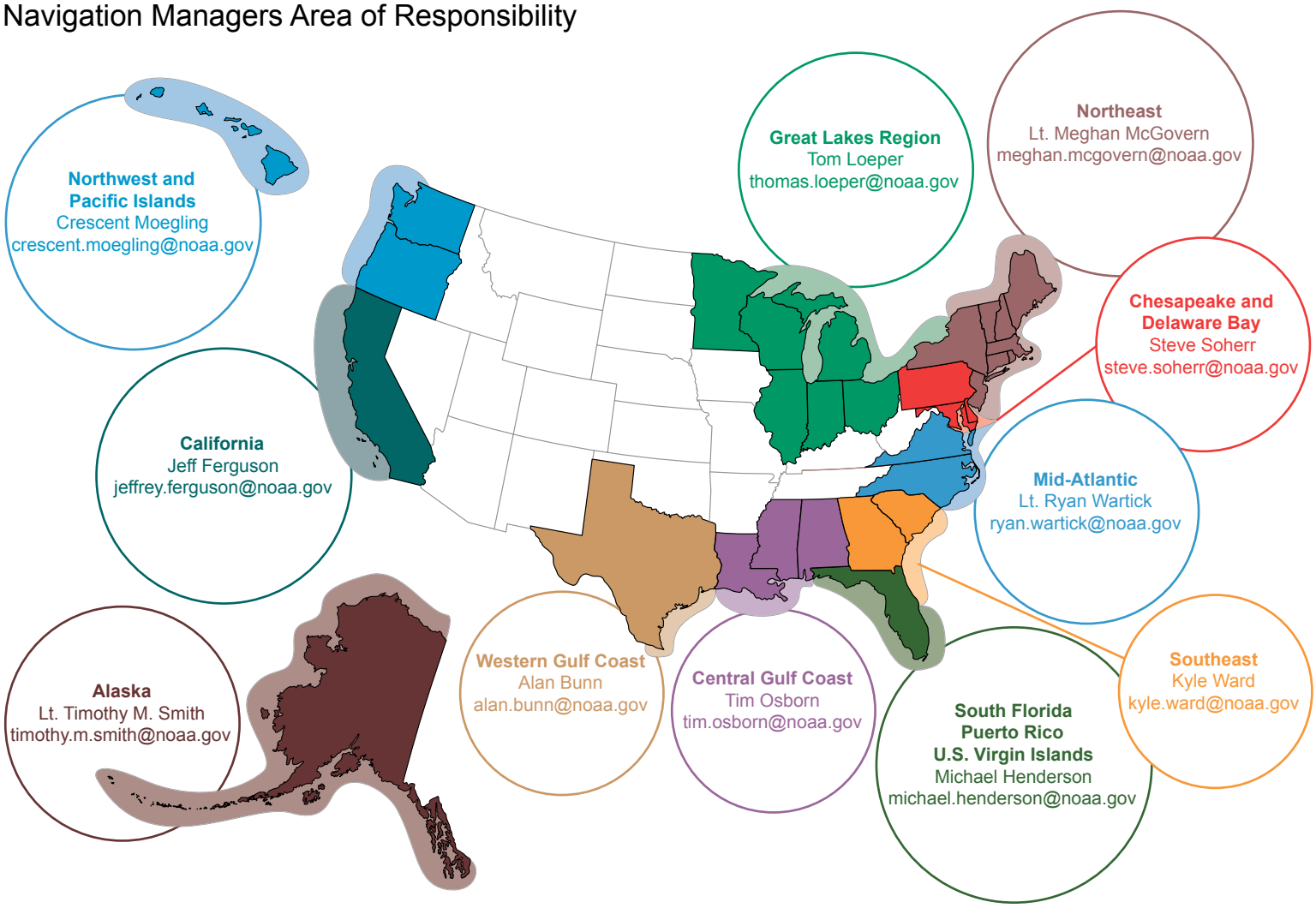


(Selected Excerpts from Coast Pilot)
Surveyor Passage is the passage that extends from Portlock Harbor to Ogden Passage NW of Kimshan Cove. Many submerged rocks are in the passage. A daybeacon marks a reef, that uncovers about 7 feet, on the NE side of the passage 0.4 mile SE of Lydonia Island. A rock awash is 50 yards off the NE shore in the narrow part of the passage about 0.5 mile SE of the daybeacon. **Lydonia Island** is a wooded island in the NW end of Surveyor Passage. The channel W and S of the island is foul, and large vessels always use the E channel.
Minnie Reef, marked by a daybeacon and which uncovers about 5 feet, is in the main channel N of Lydonia Island. The area between the reef and the island is very foul.
Black Bay extends for 1.2 miles E from Surveyor Passage, and has two islands obstructing its entrance. The best passage into the bay is between Point Lydonia and the northernmost of these islands, although small boats can pass between them. The shoreline is steep and rocky except at the head where there is a large sand and gravel flat. Strong winds draw through the bay from the head, and it is not recommended for shelter.
Portlock Harbor is formed on its seaward side by Hogan Island and Hill Island. **Hogan Island** is almost flat-topped and timbered with scrubby growth. The shoreline is very steep and rocky, with practically no sand beach except for small coves, which are unfit for beaching any size boat. **Hill Island** is well timbered except in the NW section, which is almost a flat plateau sparsely wooded with scrub spruce. The highest point of the island is near the center. **Herbert Graves Island**, on the S side of the harbor, is sparsely wooded except for a high, wooded hill on the E part, which is a prominent landmark. The W half of the island is low and rolling with numerous small lakes and swampy areas. **Mount Lydonia**, on Chicagof Island E of the harbor, is a prominent landmark and the highest mountain in the vicinity.
Portlock Harbor is used chiefly by boats going through the inside waters to Ogden Passage. It has three entrances from the sea: South Passage, Imperial Passage, and Dry Pass. Imperial Passage is used by most vessels, although South Passage is equally good. Dry Pass is foul and is used only by small boats.
South Passage is between Cape Edward and **Point Hogan**, which is the S point on Hogan Island. Reefs extend for 0.3 mile S from Point Hogan.
Imperial Passage, between Hogan Island and Hill Island, is the main entrance into Portlock Harbor. The group of islands off the NW side of Hogan Island form a good landmark; the outer ones are grass covered and the inner ones have a few trees. Two reefs, awash, are 500 yards W of the center of the outer islands. The N side of Imperial Passage is marked by **Hill Island Light** (57°43'39"N., 136°16'36"W.), 60 feet above the water, and shown from a square frame with a red and white diamond-shaped daymark on the S end of Hill Island.
Peer Island, a bare rock 20 feet high, is in the passage about 500 yards E of the light, and there is a shoal that extends 150 yards S of this rock, with a least depth of 1¾ fathoms. Several shoal areas are off the entrance to the passage where a heavy sea will break.
Didrickson Bay has its entrance on the E side of Portlock Harbor 0.7 mile NNE of **Lock Island**. Between submerged rocks and reefs on each side, the entrance is deep and clear. A 6-foot waterfall at the head of the bay can be seen from the entrance. Good anchorage can be had near the head of the bay in 5 to 16 fathoms, mud bottom.
Pinta Bay extends N for 2.1 miles from Portlock Harbor. Two small, wooded islands on the W side of the entrance are joined by a reef that bares. E of these islands the entrance is clear.
Goulding Harbor, at the NW end of Portlock Harbor, has two branches. **Baker Cove** is the N branch. The NE branch terminates in a shallow cove, bordered with sand and gravel flats. With local knowledge it is possible to take launches of 4 feet or less draft to the head of the cove where a large stream empties into the bay. Small craft can anchor near the flat at the head of the cove. Soundings taken at the entrance to the NE branch show a depth of 1 fathom on a reef of considerable size that extends from the S point of the entrance to the arm.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Juneau	Commander 17th CG District Juneau, Alaska	(907) 463-2000

Navigation Managers Area of Responsibility

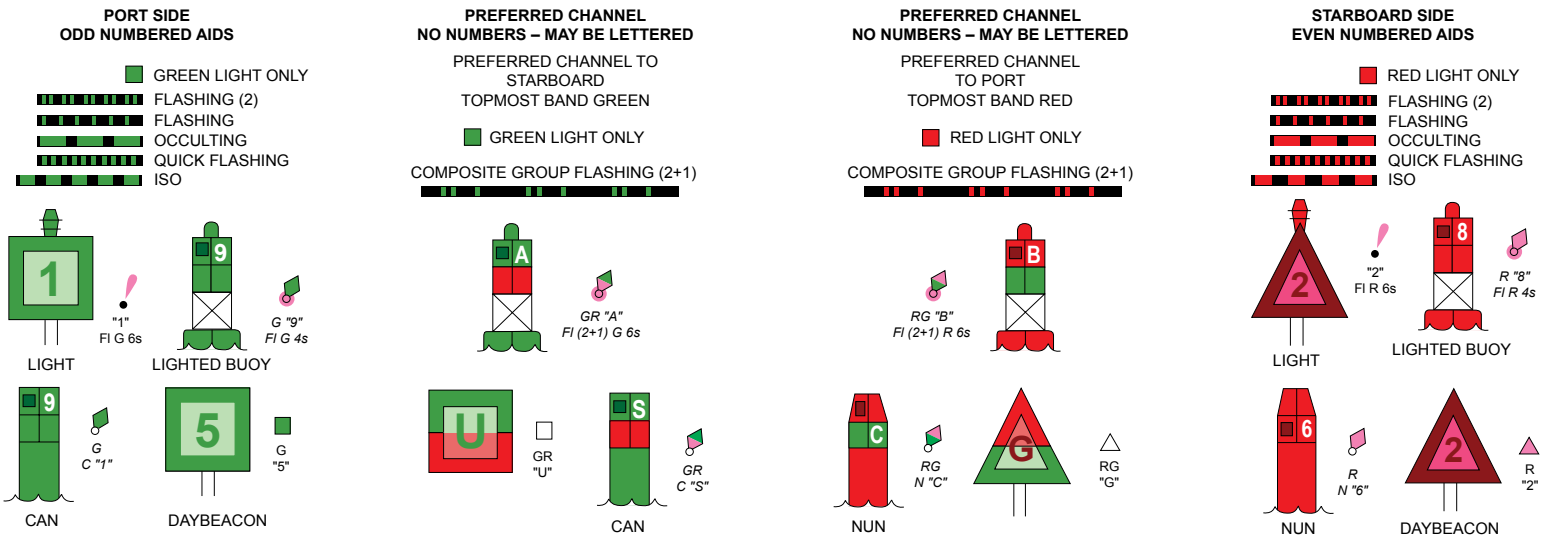


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

Lateral System As Seen Entering From Seaward

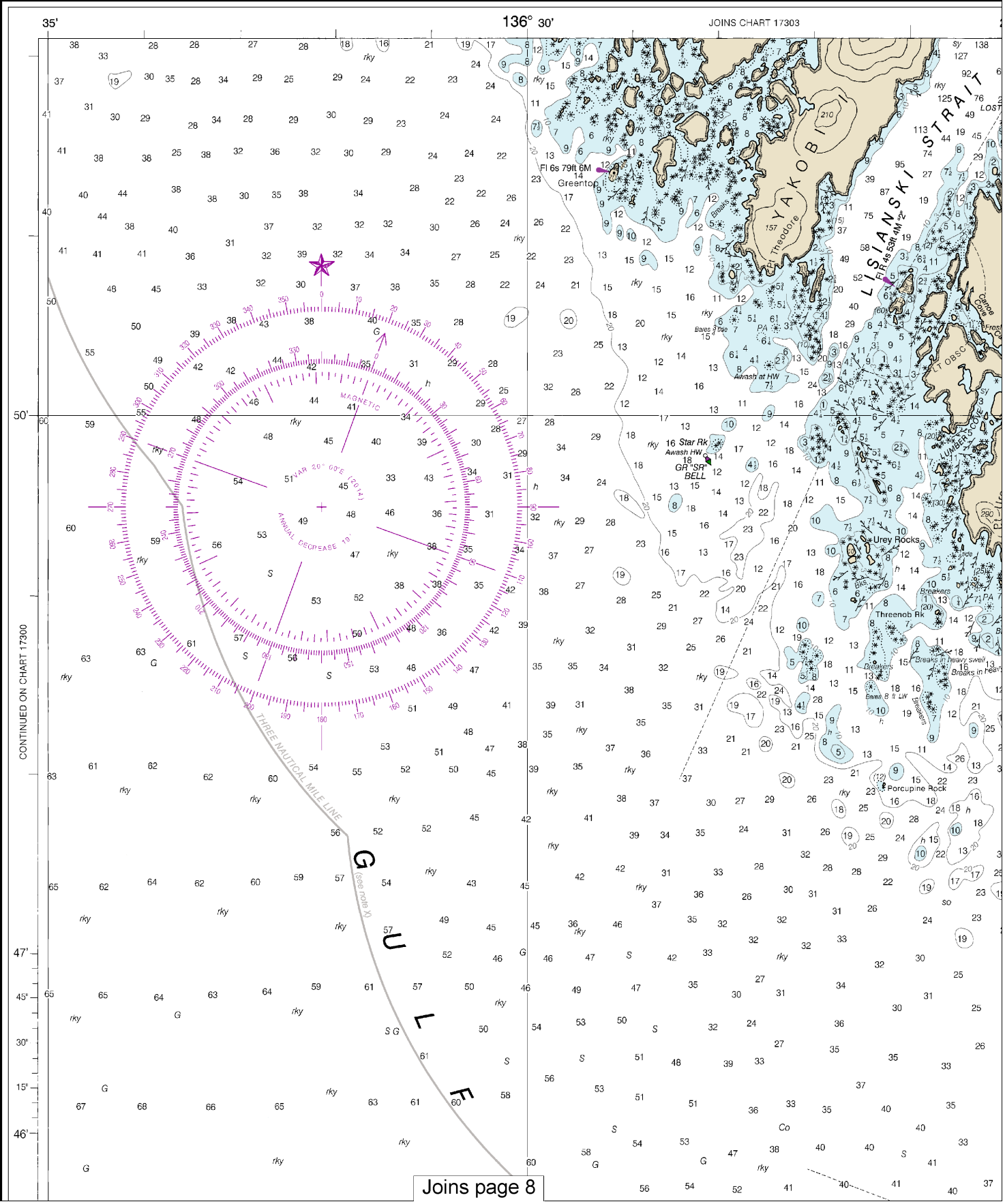
on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*

SOUNDINGS IN FATHOMS

17321



Joins page 8

4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.

25' 21' 45" 30" 15" 20' 136° 15'

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Althorp Peak, AK	KZZ-86	162.425 MHz
Mt. Robert Barron, AK	KZZ-87	162.450 MHz

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 8 for important supplemental information.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

AUTHORITIES

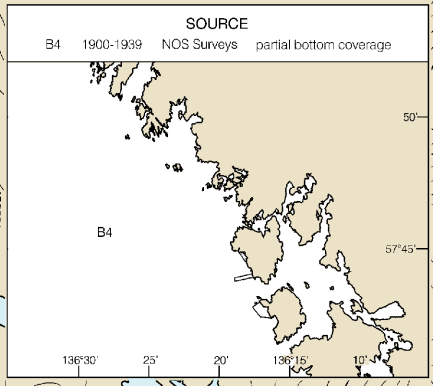
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard and Geological Survey.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

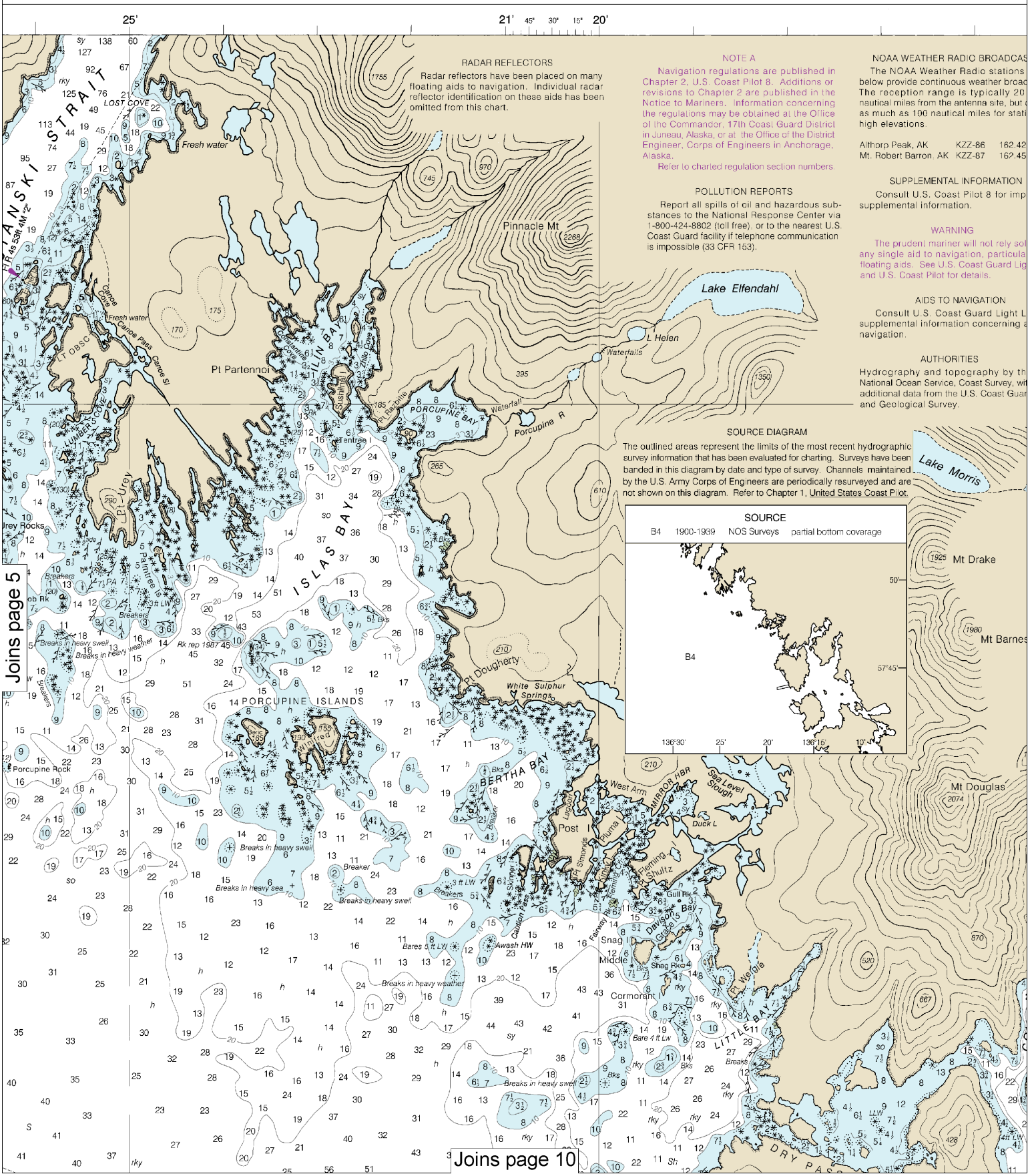
SOURCE

B4 1900-1939 NOS Surveys partial bottom coverage



Pinnacle Mt 2268
Lake Elfendahl
L Helen
Waterfalls
Pt Partennoi
ISLAS BAY
PORCUPINE BAY
Porcupine R
Waterfall
Pt Rebuffet
Pt Urey
Centre I
Palmer Rk
3 ft LW
Breakers
Rk rep 1987
Pt Dougherty
White Sulphur Springs
PORCUPINE ISLANDS
Rk awash
Rk rep 1985
BERTHA BAY
Breaks in heavy swell
Breaker
Breaks in heavy sea
Breaks in heavy weather
Bares 5 ft LW
Awash HW
Caution Pass
Skinner Ledge
West Arm
MIRROR HBR
See Level Slough
Duck L
Post I
Plumb
Simonds
Kimball
Fleming
Schultz
Gull Rk
Davison Creek
Bay
Snag I
Middle
Shag Rks
Cormorant
Fairway Rk
Pt Wrights
LITTLE BAY
Bare 4 ft Lw
Breaks
DRY PASS
Mt Crowther 2647
Lake Morris
L Smiley
L Jamsee
Mt Drake 1925
Mt Barness 1980
Mt Douglas 2074
Baker Cove
GOULDING HARBOR
Fresh water
Canoe Pass
Canoe Sl
Clamshell Cove
Willow Cove
Shishmaref I
Sy
Bks
Rky
LLW
Joins page 6
Joins page 9

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



Printed at reduced scale.

~~SCALE 1:40,000~~

Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Note: Chart grid lines are aligned with true north.

136° 15'

10'

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

ALASKA - SOUTHEAST COAST

CAPE EDWARD TO LISIANSKI STRAIT

WEST COAST OF CHICHAGOF ISLAND

Mercator Projection
Scale 1:40,000 at Lat. 57°46'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

SCALE 1:40,000

Nautical Miles
1 1/2 0 1 2 3

Yards
1000 0 1000 2000 3000 4000 5000

Meters
1000 0 1000 2000 3000 4000 5000

Mt Crowther

50'

L Smiley

L Jamsee

Mt Baker

CHICHAGOF ISLAND

Baker Cove

GOULDING HARBOR

Mt Pinta

47'

45'

30'

15'

46'

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Kimshan Cove, Ogden Passage	(57°41'N/136°06'W)	10.5	9.3	1.5
Canoe Cove, North Pass	(57°51'N/136°25'W)	10.1	9.2	1.3

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal curren predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Feb 2014)

Additional information can be obtained at nauticalcharts.noaa.gov.

For Symbols and Abbreviations see Chart No. 1

HEIGHTS

Heights in feet above Mean High Water.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.349" southward and 6.601" westward to agree with this chart.

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

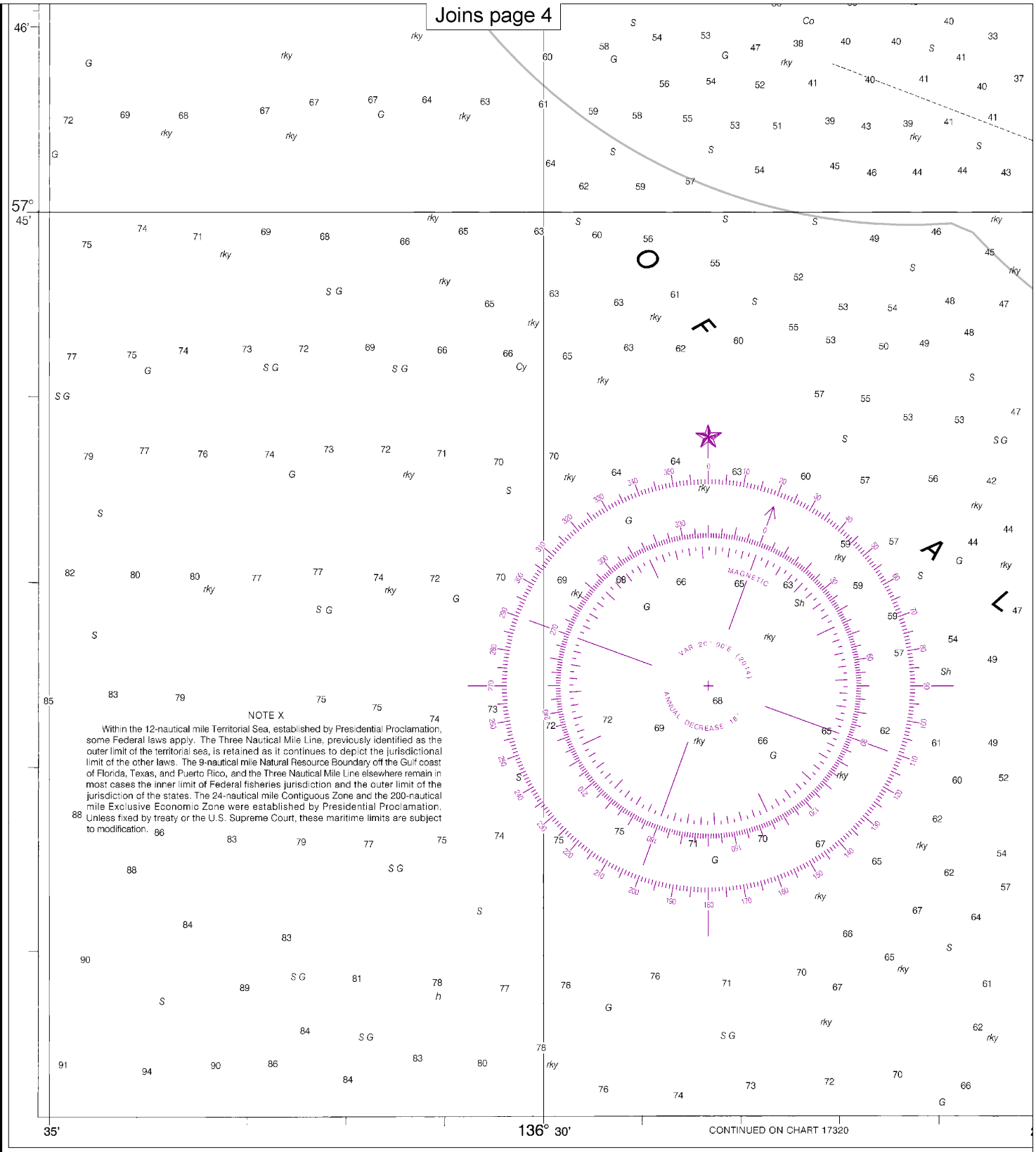
MAGNETIC

VAR 20° 00'E (20

Joins page 11

hand corner are available at nauticalcharts.noaa.gov.

Last Correction: 7/29/2016. Cleared through:
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)



10th Ed., May 2014

17321

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOAA encourages users to submit inquiries, discrepancies or comm about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.

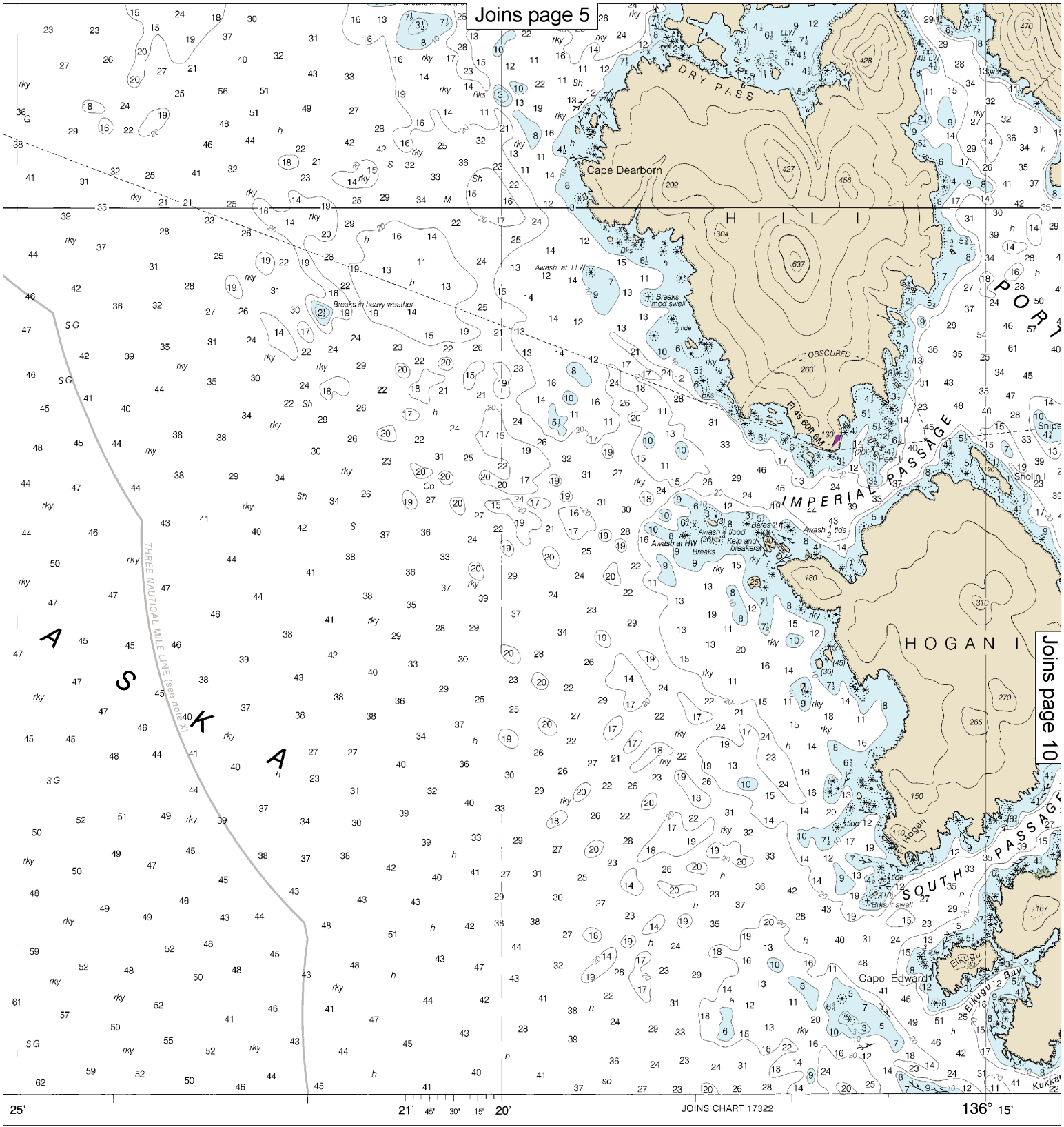
Last Correction: 7/29/2016. Cleared through:
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles
1 ½ 0 1 2 3

Yards
1000 0 1000 2000 3000 4000 5000

Note: Chart grid lines are aligned with true north.



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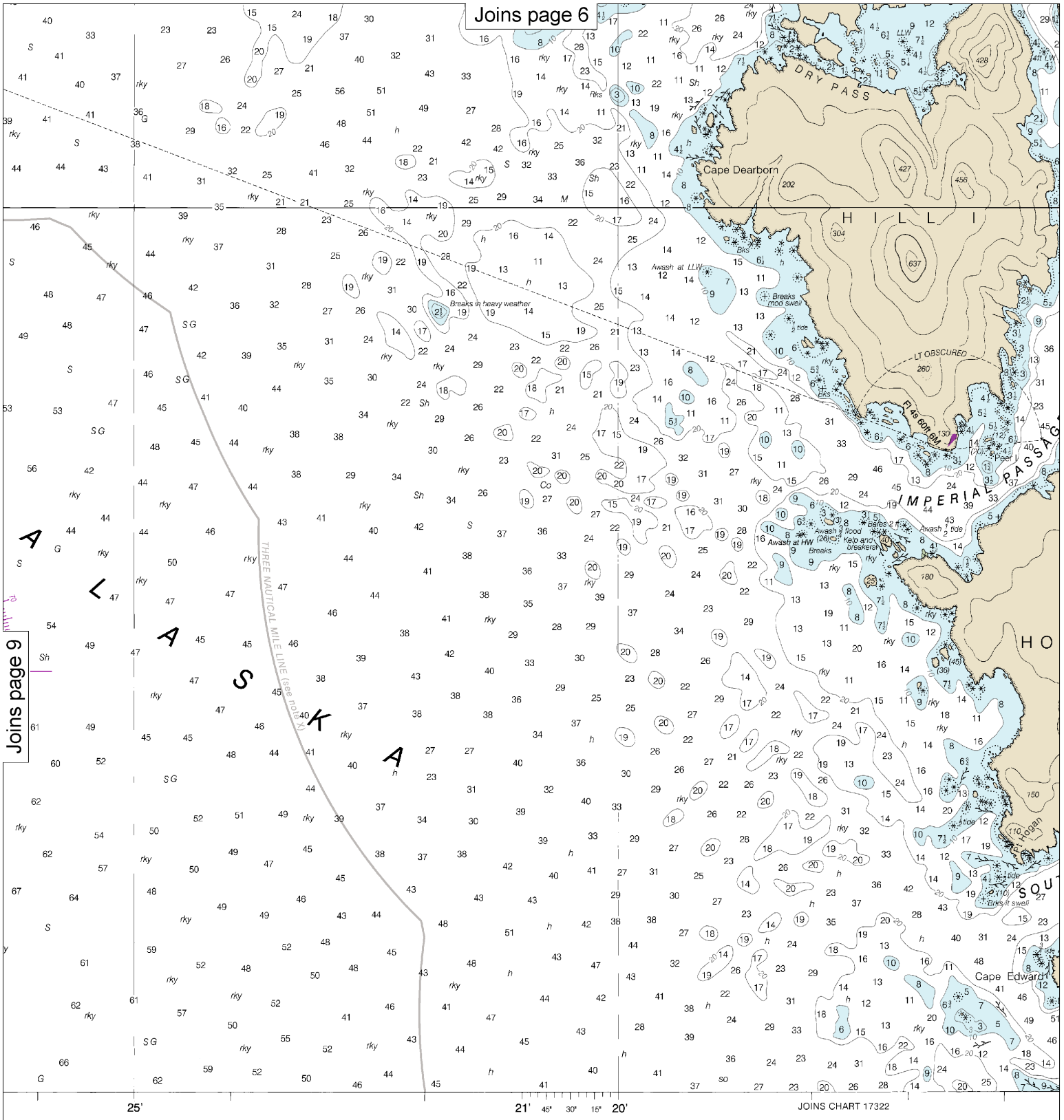
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SOU



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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

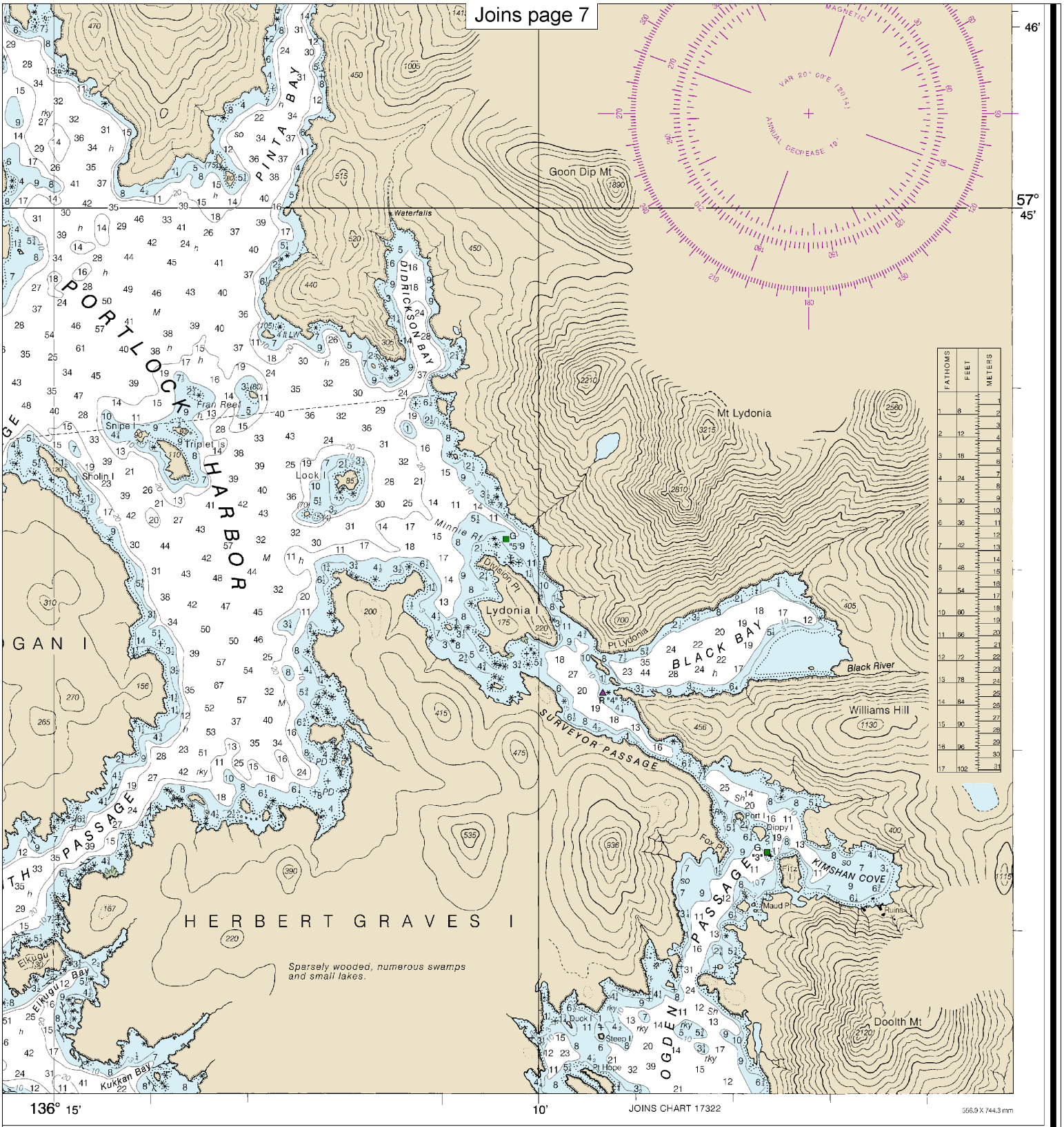
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000



SOUNDINGS IN FATHOMS

Cape Edward to Lisianski Strait

SOUNDINGS IN FATHOMS - SCALE 1:40,000

17321

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
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NOAA's Office of Coast Survey The Nation's Chartmaker